

HISTORICAL SHIP RECORD FILE

0017200 FRAMENT
0017201 EX DE-677. CONVERTED TO FLOATING POWER
0017202 PLANT AND TRANS. TO ECUADOR ON 07-1961
0017203 FOR SERVICE AS SUCH. NOT ON ECUADORIAN
0017204 NAVAL LIST.
0017205 RRT L
0017206 APD 00078 06-15-66
0017207 BULL
0017208 EX DE-693. TRANS. TO TAIWAN, BY SALE,
0017209 ON 06-13-66 AS LU SHAN(PF-36). SOLD TO
0017210 TAIWAN AS REPLACEMENT FOR THE SUNK EX-
0017211 USS WALTER B. COBB(APD-106).
0017212 RRT L
0017213 APD 00079 04-01-64
0017214 BUNCH
0017215 EX DE-694. SOLD AND SCRAPPED.
0017216 RRT I
0017217 APD 00080 12-01-66
0017218 HAYTER
0017219 EX DE-212. WAS SCHEDULED FOR TRANS. TO
0017220 PHILIPPINES, BUT WAS REPLACED ON TRANS.
0017221 LIST BY BOOTH(DE-170). TRANS. TO KOREA,
0017222 AS GRANT AID, ON 07-23-67 AS CHUN NAM
0017223 (PG-86).
0017224 RRT L
0017225 APD 00081 06-01-60
0017226 TATUM
0017227 EX DE-789. SOLD ON 05-08-61 TO SOUTHERN
0017228 SCRAP MATERIAL CO., LTD., NEW ORLEANS,
0017229 LA. \$38,278.88. SCRAPPED.
0017230 RRT I
0017231 APD 00082
0017232 BORUM
0017233 UNNAMED
0017234 HULL NUMBER ORIG. RESERVED FOR COATES
0017235 (DE-685). HOWEVER, DE-685 ULTIMATELY
0017236 BECAME APD-138.
0017237 APD 00083
0017238 MALDY
0017239 UNNAMED
0017240 HULL NUMBER ORIG. RESERVED FOR BRAY(DE-
0017241 709). HOWEVER, DE-709 ULTIMATELY BECAME
0017242 APD-139.
0017243 APD 00084 06-01-60
0017244 HAINES
0017245 EX DE-792. SOLD ON 05-03-61 TO NORTH
0017246 AMERICAN SMELTING CO., WILMINGTON, DEL., ~~0771~~
0017247 FOR \$38,259.00. SCRAPPED.
0017248 RRT I
0017249 APD 00085 06-01-60

Cressman
80 JAN 1990

Bull

Richard Bull--born in New York City on 14 July 1914--enlisted in the Naval Reserve as a seaman 2d class on 16 July 1938 at Miami, Fla., and after the completion of elimination flight training, was appointed an aviation cadet, USNR, on 8 November 1938. Reporting for instruction at the Naval Air Station (NAS) Pensacola, on 27 November 1938, he was eventually appointed a naval aviator on 12 October 1939. Given his commission as ensign and assigned to Patrol Squadron (VP) 22 on 21 November 1939, he reported for duty on 13 December 1939. He was designated a patrol plane commander on 28 November 1940.

Transferred with VP-22 to the Netherlands East Indies early in January 1942 as part of the reinforcement of the hard-pressed Patrol Wing 10, Bull--his temporary appointment as lieutenant (j.g.) forwarded on 21 January 1942--flew Consolidated PBY "Catalina" flying boats in the desperate efforts to stem the tide of enemy expansion in that theater. On 23 January 1942, in the course of a routine patrol off the coast of Borneo, Bull encountered poor visibility conditions--a combination of thick black smoke from refineries fired by the retreating Dutch and low cumulus clouds pregnant with rain--in which he unexpectedly came upon two transports and two destroyers. Although sporadic antiaircraft fire kept him at a discreet distance, he lingered in the vicinity, determined to see, as he later reported, "exactly what else was in the area." A short time later, the sighting of a convoy of what appeared to be 26 ships rewarded his perserverance.

On 5 February 1942, Bull took off in a PBV, 22-P-6, with a crew of seven, from Saemlocki Bay, Tanimbar Islands. Bull had planned to fly to the southeast tip of Ceram Island, then fly over Ambon, drop his bombs on targets of opportunity, and then continue the patrol. Leaving control of the PBV to his second pilot, Ens. William W. Hargraves, USNR, Bull took over the bombsight in the nose of the flying boat. As they neared Ambon, they spotted what appeared to be a Japanese cruiser off the harbor entrance, and, shortly thereafter, upwards of 20 ships in the harbor itself. After his radioman had transmitted a contact report, and Hargraves had commenced a bombing run, Bull said: "There are too many ships here, let's get into the clouds." Hargraves obediently turned toward the clouds to the right of them as antiaircraft fire began to speckle the sky .

Fighters from the field at Ambon, meanwhile, rose and attacked the PBV, holing its wings and tail and putting out its port engine. Gasoline from the holed fuel tanks began collecting in the bilges. Hargraves meanwhile dropped the bombs to attempt to keep altitude, but found that he could not keep the plane in the clouds to evade the fighters. Bull okayed his second pilot's recommendation to land the plane, which was rapidly filling with fumes from the gasoline in the bilges, and Hargraves put the crippled PBV down off the north coast of Ambon, near the village of Hila. One crewman had bailed out during the descent and was never seen again.

After destroying confidential publications and the bombsight, the crew began to abandon ship. As Ens. Hargraves and Radioman 1st Class C. S. Nelson inflated one rubber boat and left the plane with a badly injured man, a Japanese single-engined, single-float floatplane spotted the downed PBY and strafed it on the water, blowing it up on its second pass. The "Catalina" sank almost immediately; Bull and two of the three men still on board the PBY attempting to release the second rubber boat perished in the explosion or drowned when the plane sank. While the bodies of the other crewmen washed ashore within days, Bull's was never recovered.

The details of 22-P-6's encounter with enemy fighters over Ambon, and its subsequent loss off Hila, did not emerge until Hargraves and Nelson (the other two men who had survived the destruction of the plane having died) ultimately reached Thursday Island, Northern Queensland, Australia, 7 May 1942, and radioed a report of the action. For his "extraordinary flying achievement, courage and devotion to duty" while carrying out the hazardous reconnaissance flight in the vicinity of Ambon, Bull was awarded the Distinguished Flying Cross, posthumously.

The as-yet unnamed destroyer escort, DE-52, was laid down on 29 June 1942 at Hingham, Mass., by the Bethlehem Steel Co. and named Bull prior to 5 August 1942, on which date the widow of the late Lt.(jg) Bull was informed that the name of her deceased husband had been assigned to a new construction ship. Prior to 16 October 1942, however, DE-52 was earmarked for transfer to the British government under lend lease and was renamed Bentinck (g.v.).

434L

434P

432
B ca

2710/102/03:at
1900
Dep S38

25 AUG 1966

From: Commander Mare Island Group, Pacific Reserve Fleet
To: Republic of China
Subj: Transfer Title and Custody of BULL (APD-76)
Ref: (a) CNO msg 162010Z August 1966

1. In accordance with reference (a), Title and Custody of the BULL (APD-76) is hereby transferred to the Republic of China "As-is-where-is".

L. V. POIDE

Copy to:
CNO (OP-434P)
COMPAFOPACFLT

FIRST MIDWINTER

From: Republic of China
To: Commander Mare Island Group, Pacific Reserve Fleet

1. Title and Custody is hereby accepted for the BULL (APD-76).

Liu Wen-hsien
(Signature)

Lt. Chinese Navy
(Title)

021114

PREC	ENCE ACTION	ROUTINE	RELEASED BY	DRAFTED BY	PHONE NO.
	INFO	ROUTINE	R. S. FROUDE, CAPT USN	MR. S. J. PALEVITZ OP-422J 20 SEP 1966	57511

R 211344Z SEP 66

Op-42B

FM CNO

TO COMTWELVE

INFO COMPACRESFLT
MAREGRU PACRESFLT
SAN FRAN BAY NSY
INDMAN 12
CHNAVSEC MAAG CHINA
CHINESE NAVATT, WASH, D.C.

UNCLAS

SAN FRAN BAY NSY VALLE JO

TOW PREPARATION APD'S 42 AND 78

- A. ARTICLES 0786 AND 1946 USN REGS 1948
- B. NAVCOMPT MANUAL 035950 THRU 035957
- C. BUSANDA MANUAL PARA 25315

1. SUBJECT SHIPS, CURRENTLY BERTHED AT MARE ISLAND, WERE TRANSFERRED TO GOVT OF CHINA IN AS IS CONDITION UNDER FOREIGN MILITARY SALES PROVISIONS.

2. REQUEST SHIPS BE PREPARED FOR TRANS-OCEAN TOW PRIOR ARRIVAL COMMERCIAL TUG. BILLINGS FOR MATERIAL, LABOR AND OTHER SERVICES RENDERED SHOULD BE FORWARDED TO CHINESE NAVATT, WASH, IAW PROVISIONS OF REF A, B AND C.

DRAFTER: OP-42

DIST: 04...92...63...43...IP...BFR

434P W
412C de
41202 pmt
4224 L

CIRCUIT NO. (COMMO)	PAGE 1	OF 1	PAGES 1	TOR/TOD	CONTROL NO. (COMMO)	DTG (COMMO)
					2436-WR-4	211344Z SEP 66

UNCLASSIFIED

25 August 1966

Samuel L. Morison
Main Navy, Ships Histories
Section (Op-09E91SH)
Division of Naval History
Department of the Navy
Washington, D. C.

Dear Mr. Morison:

APD-91 *Kinzer*
APD-129 *Dorald-Wolf*
APD-106 *Walter B. Cobile*
APD-98 *Truxtun*
APD-120 *K Line*
APD-42 *GANTNER*
APD-78 *Bull*

Thank you for your letter dated 9 August 1966.

I am glad to inform you that those APD's mentioned in your letter were sold to our Navy in "as in, where is" condition under Military Assistance Sale procedure. The APD 91 and APD 129 were purchased on 15 March 1965. APD 98, APD 120, APD 42 and APD 106 were purchased on 22 Feb. 1966. APD 78 was purchased on 12 July 1966.

As you know that APD 106 sunk while enroute to Taiwan due to break of tow in rough weather her last position was reported as 34°-19' N 122°-05' W at 21 April 1966.

I do not know the new names and hull numbers of these ships yet. Nor the names of ex-US ships which are to be transferred to our Navy. I'll be happy to let you know if I get the information in the future.

With best sincere wishes.

Very truly yours,

Tsou Chien
Rear Admiral, CN
Naval Attache

DEPARTMENT OF THE NAVY
Office of the Chief of Naval Operations
Washington, D. C. 20350

OP-432/bt
Ser 766P43
10 JUN 1966

From: Chief of Naval Operations
To: Secretary of the Navy

Subj: Striking of USS BULL (APD-78) from the Naval
Vessel Register

1. The USS BULL (APD-78) has been determined to be excess to the needs of the Navy. This ship has been selected for sale to the Republic of China under the Military Assistance Program.

2. It is recommended that USS BULL (APD-78) be declared excess by the Department of the Navy and that this ship be stricken from the Naval Vessel Register as of 15 June 1966.

3. Authority is requested to dispose of this ship pursuant to existing law in a manner most advantageous to the government, subsequent to the striking as recommended in paragraph 2 above.

L. G. BERNARD
BY DIRECTION

OP-432/bt
Ser 767P43
JUN 14, 1966

FIRST ENDORSEMENT

From: Secretary of the Navy
To: Chief of Naval Operations

1. Returned, approved. USS BULL (APD-78) is hereby declared excess to the needs of the Navy and shall be stricken from the Naval Vessel Register as of 15 June 1966.

2. Authority is granted to dispose of this ship pursuant to existing law in a manner most advantageous to the government.

OP-432/bt
Ser 767P43

3. The Chief of Naval Operations will take the necessary action incident to the disposal of USS BULL (APD-78).

Graeme C. Bannerman
Assistant Secretary of the Navy
(Installations and Logistics)

Authenticated: RU

F.W. PENNOYER, CAPT, USN

Copy to:

SNDL	A1	Immediate Office of the Secretary
	A2A	Independent Offices (NAVCOMPT 5, JAG, OLA, ONR)
	A3	Chief of Naval Operations (OP-06, 03, 405F, 42, 09B9, 301C, 333F (2), 434, 434P, 601, 101)
	A4A	HQNAVMATCOM
	K2	NAVSUPSYSCOMHQ, NAVORDSYSCOMHQ, NAVSHIPSYSCOMHQ
	A5	Bureaus (PERS A15)
	F2	Naval Districts
	F20	Fleet Post Offices
	F26	INSURV (WASH. OFF. only)
	L1	Shipyards (less New York NAVSHIPYD)
	21	Fleet Commanders in Chief
	22	Fleet Commanders
	23A	Naval Force Commands
	24	Type Commands
	38	Reserve Fleet Commands
	41A	Commander, MSTs
		PHILANAVSHIPYD (Code 900)
	C5B	Navy Section, MAAG (Taiwan only)

132

CERTIFICATE OF DELIVERY

In compliance with CNO INR 181954Z of July 1966 the ship is accepted from Commander, San Diego Group, Pacific Reserve Fleet in an "As is, where is" condition with the understanding that the below described vessel will be delivered to Commander, Mare Island Group, Pacific Reserve Fleet, Mare Island Naval Shipyard, Vallejo, California.

U. S. NAVY TYPE

AFB (NULL)

U. S. DESIGNATOR

78

s/s R. W. HOLTE

Copy to:

CNO
COMNAVSTA
COMNAVSTA/OP
NSC, WASHINGTON
COMNAVSTA/OP
COMNAVSTA/OP, HRP
CHIEF SEC NAVY, WASH DC
CHIEF SEC NAAS, CHINA

CNO, USN
Code 351 11nd, HDTES

43

Mab-1-1-BOW:tw
APD
3 Apr 1959

FOURTH ENDORSEMENT on SENMEM INSPBD SDIEGOCRU, PACRESFLT ltr Ser: 41 of
15 Oct 1958

From: Chief, Bureau of Ordnance
To: Chief of Naval Operations

Subj: **BULL (APD-78)** Post Shipyard Availability Inspection Report
(for Restricted Availability)

1. Forwarded.

2. It is noted that no ordnance repair items were accomplished during
shipyard availability.

B. O. Weaver
B. O. WEAVER
By direction

RECEIVED
NAVY DEPARTMENT
OPNAV CENTRAL MAIL ROOM
7 APR 1959



Copy to:
INSURV
COMPACRESFLT
NAVREPFAC SDIEGO
COMPHIBPAC
COMSDIEGOCRU
INDMAN ELEVEN
COMELEVEN
CWSF
SENMEM INSPBD SDIEGOCRU
BUSHIPS

OFFICE OF THE CHIEF OF NAVAL OPERATIONS
FLEET DEVELOPMENT & MAINTENANCE

APR 8 1959

NAVY DEPARTMENT

APD 78(508)
Ser 508B2-170

18 MAR 1959

THIRD ENDORSEMENT on SENMEM SDIEGOGRU, PACRESFLT INSPBD ltr ser 41
of 15 OCT 1958 to CNO

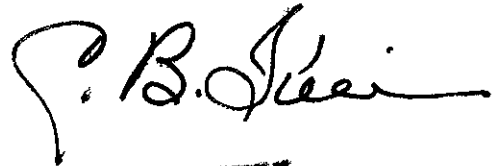
From: Chief, Bureau of Ships
To: Chief of Naval Operations
Via: ✓ Chief, Bureau of Ordnance

Subj: BULL (APD 78) Post Shipyard Availability Inspection Report
(for Restricted Availability)

Ref: (g) RESINDMAN SDIEGO Departure Report of 20 OCT 1958

1. The cost of repairs accomplished during the restricted availability as shown by reference (g) was \$29,066. No alterations were authorized.
2. The Material Readiness Suffix for this Class B vessel is assigned due to the activation items requiring industrial assistance shown in reference (d), less the boiler work reported accomplished by the basic letter.

Copy to:
COMPACRESFLT
NAVREFFAC SDIEGO
COMPHIBPAC
COMSDIEGOGRU
INDMAN ELEVEN
COMELEVEN



C. B. IHLF
By Direction

032059 0174

FF9-1:al

S3

Ser 6313/3305

OCT 29 1958

SECOND ENDORSEMENT on SENMEM SDIEGGRU, PACRESFLT INSPBD ltr ser 41
of 15 Oct 1958

From: Commander, Pacific Reserve Fleet
To: Chief of Naval Operations
Via: (1) Chief, Bureau of Ships
(2) Chief, Bureau of Ordnance

Subj: USS BULL (APD78); Post Shipyard Availability Inspection Report

Ref: (e) COMPACRESFLT conf ltr ser 069 of 31 Jan 1958
(f) OPNAVINST 4770.6C

1. Forwarded assigning a Material Readiness Index Number MR-30-7 which supersedes the MR number contained in reference (e).
2. By copy of this endorsement, Industrial Manager, Eleventh Naval District is requested to review the information contained in reference (d) and advise COMPACRESFLT whether or not he concurs in the MR suffix number assigned.
3. It is noted that the allowance material on board the BULL falls below the ninety (90) percent minimum required by reference (f).


M. K. CLEMENTSON
By direction

Copy to:
NAVREFFAC SDIEGO
COMPHIBPAC
COMSDIEGGRU
INDMAN ELEVEN (with basic ltr)
COMELEVEN

032059 0171

ORIGINAL

53/1

FF10/SDG/njb

S3

Ser 61/ 3317

OCT 22 1958

38B/1

FIRST ENDORSEMENT on SENMEMSDGINSPEB ltr S3 ser 41 of 15 OCT 1958

From: Commander, San Diego Group, Pacific Reserve Fleet

To: Chief of Naval Operations

Via: (1) Commander, Pacific Reserve Fleet

(2) Chief, Bureau of Ships

Subj: BULL (APD 78) Post Shipyard Availability Inspection Report

1. Forwarded, concurring in the basic report and the recommendation that a Material Index Number of MR-30-7 be assigned BULL (APD 78) in lieu of the previously assigned MR-30-15.



W. S. STOVALL, Jr.

Copy to:

COMELEVEN (w/c basic report)

COMWESTSEAFRON - Report Symbol 4730-1

RIM SDIEGO (w/c basic report)

SENMEMSDIEGOINSPED

ORIGINAL

032059 0174

ORIGINAL

SAN DIEGO GROUP, PACIFIC RESERVE FLEET
U.S. NAVAL STATION
SAN DIEGO 36, CALIFORNIA

SubBd InSurv/SDG
S3
Serial: 41
15 October 1958

From: Senior Member, San Diego Group Inspection Board
To: Chief of Naval Operations
Via: (1) Commander, San Diego Group, Pacific Reserve Fleet
(2) Commander, Pacific Reserve Fleet
(3) Chief, Bureau of Ships

Subj: BULL (APD-78) Post Shipyard Availability Inspection Report

Ref: (a) CERNV INST 4770.5
(b) COMPACRESFLT INST 4730.7A
(c) PACRESFLT REG. 1956
(d) Senior Member, Sub-Board InSurv, SDIEGOGROUPACRESFLT ltr S3 Ser: 24 of 23 April 1956, Section XVI (Material Inspection Report)

Encl: (1) List of Repairs and Alterations Completed During Shipyard Availability from 23 June 1958 to 4 September 1958

1. In accordance with references (a), (b) and (c), the post shipyard availability inspection of the BULL (APD-78) was conducted on 1 October 1958.
2. This ship had a restricted availability at the National Steel and Shipbuilding Corp., San Diego, California, commencing 23 June 1958 and completing 4 September 1958 for accomplishment of boiler work.
3. Enclosure (1) lists the repairs and alterations completed during the availability.
4. Since the boiler repairs were the sole work accomplished, the remaining items listed in reference (d), BULL's last Material Inspection Report, remain outstanding.
5. The ship is considered to meet the current standards of cleanliness and preservation.
6. The ship was last undocked on 24 June 1958.
7. The ship will not require drydocking to activate.
8. This is a Class "B" ship.

032059 0171

ORIGINAL

ORIGINAL

9. AS a result of the work accomplished during this availability, and in view of work remaining which requires industrial assistance, (reference (d)), it is recommended that a Material Index Number of MR-30-7 be assigned in lieu of the previously assigned MR-30-15.

C.F. Sanders
C.F. SANDERS

Copy to:

COMWESTSEAFROM -- Report Symbol 4730-1

032059 0174

ORIGINAL

ORIGINAL

BULL (APD-78)
Post Shipyard Avail. Insp.

LIST OF REPAIRS AND ALTERATIONS ACCOMPLISHED DURING THE SHIPYARD AVAILABILITY
OF BULL (APD-78) FROM 23 JUNE 1958 TO 4 SEPTEMBER 1958.

REPAIRS

I. HULL

NONE

II. MACHINERY

1. The following work was accomplished to #1 and #2 boilers:

- a. Removed refractory around all embedded tubes to permit complete inspection of tube conditions in accordance with COMPACRESFLT INST 9510.3 of 27 September 1954.
- b. Rerolled and seal welded downcomer tubes in accordance with BUSHIPS INST 9510.6B of August 1954.
- c. Conducted satisfactory hydrostatic test of 712 PSI at completion of above work.
- d. Cleaned and boiled out boiler.
- e. Replaced refractory removed for accomplishment of above work.
- f. Lapped in 46 superheater hand hole seating surfaces and installed new superheater hand hole plates and gaskets.
- g. Lapped in 18 economizer plug seating surfaces and installed new economizer hand hole plugs and gaskets.
- h. Renewed 20 economizer bayonet type, clean out plugs and seals.
- i. Renewed 304 economizer clean out plug seals.
- j. Conducted additional satisfactory hydrostatic test of 712 PSI.
- k. Placed boilers under individual D/H equipment in accordance with COMPACRESFLT INST 9150.3 of 27 September 1954.

III. ELECTRICAL

NONE

ORIGINAL

032050-0174

ORIGINAL

IV. ELECTRONICS

NONE

V. ORDNANCE

NONE

ALTERATIONS

I. NULL

NONE

II. MACHINERY

NONE

III. ELECTRICAL

NONE

IV. ELECTRONICS

NONE

V. ORDNANCE

NONE

ORIGINAL

NAVAL SPEEDLETTER

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☒ Air Mail ☐ Registered Mail

CLASSIFICATION

UNCLASSIFIED

IN REPLY REFER TO

DMO/SDG/es

Ser 61/ 2843

DATE

SEP 8 1958

TO: Commander, Pacific Reserve Fleet
Treasure Island
San Francisco 30, California

NAVAL SPEEDLETTER—

Permits dispatch or informal language.

May be sent (1) with enclosures, (2) in a window envelope (size 8 7/8"x3 7/8"), if contents are not classified as confidential or higher, (3) to both naval and non-naval activities.

Is packaged 500 sheets of white or of one color: yellow, pink, or green.

(Fold)

REPORT SYMBOL COMPACRESFLT 4710-2

BULL (APD 78) RESTRICTED AVAILABILITY (REROLL DOWNCOMERS) COMPLETED 4 SEPTEMBER 1958
AT NATIONAL STEEL AND SHIPBUILDING COMPANY SAN DIEGO CALIFORNIA

F. P. COWART
By direction

OFFICE OF THE CHIEF OF NAVAL OPERATIONS
FLEET DEVELOPMENT & MAINTENANCE

SEP 16 1958

NAVY DEPARTMENT

RECEIVED
NAVY DEPARTMENT
REPLY CENTRAL MAIL ROOM
12 SEP 1958



COPY TO

CNO
BUORD
BUSHIPS

COMLEVEN
INDMANELEVEN
COMWESTSEAFRON

RIM SDIEGO

ADDRESS:

Commander, San Diego Group
Pacific Reserve Fleet
U. S. Naval Station
San Diego 36, California

SENDER'S MAILING ADDRESS

Address reply as shown at left; or reply hereon and return in window envelope (size 8 7/8"x3 7/8"), if not classified as confidential or higher.

CLASSIFICATION

UNCLASSIFIED

NAVEDCS-2181

Navy—DPPO 11ND, San Diego, Calif.—8-35

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☒ Air Mail ☐ Registered Mail

CLASSIFICATION

UNCLASSIFIED

IN REPLY REFER TO

FF10/SDG/vdw

A9

Ser 61/ 2146

DATE

JUN 25 1958

NAVAL SPEEDLETTER—

Permits dispatch or informal language.

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Is packaged 500 sheets of white or of one color: yellow, pink, or green.

to: Commander, Pacific Reserve Fleet
Treasure Island
San Francisco, California

432
100
D1

(Fold)

REPORT SYMBOL COMPACRESFLT 4710-1

BULL (APD 78) RESTRICTED AVAILABILITY (REROLL DOWNCOMERS) STARTED 23 JUNE 1958 AT NATIONAL STEEL AND SHIPBUILDING COMPANY SAN DIEGO CALIFORNIA

L. J. ROBERTS
By direction

OFFICE OF THE CHIEF OF NAVAL OPERATIONS
FLEET SERVICE & MAINTENANCE

JUL 1 1958

NAVY DEPARTMENT

COPY TO

CNO COMELEVEN RIM SDIEGO
BUORD INDMANELEVEN
BUSHIPS COMWESTSEAFRON

ADDRESS:

Commander, San Diego Group
Pacific Reserve Fleet
U. S. Naval Station
San Diego 36, California

SENDER'S MAILING ADDRESS

Address reply as shown at left; or reply hereon and return in window envelope (size 6 7/8" x 3 7/8"), if not classified as confidential or higher.

CLASSIFICATION

UNCLASSIFIED

NAVEXOS-3181

Naval—DPG HIND, San Diego, Calif.—B-33

Born in New York City, 14 July 1914, Richard Bull enlisted in the Naval Reserve in 1938. He was appointed Aviation Cadet on 7 November 1938, and was designated Naval Aviator on 12 October 1939. He served as Patrol Plane Commander with Patrol Squadron 22 in 1940. Lieutenant (junior grade) Bull was lost on 5 February 1942 during action in the Netherlands East Indies. He was posthumously awarded the Distinguished Flying Cross by the President of the United States

I

(DE-693: dp. 1400; l. 306'; b. 36'10"; dr. 13'6"; s. 24 k.; cpl. 186; a. 3-3", 3-21" TT.; cl. Buckley)

Bull (DE-693) was launched 25 March 1943 by Defoe Shipbuilding Co., Bay City, Mich.; sponsored by Mrs. Ruth P. Bull, widow of Lieutenant (junior grade) Bull; and commissioned 12 August 1943, Lieutenant D. W. Farnham, USNR, in command.

Between 29 October 1943 and 27 July 1944 Bull made six round trip voyages as a convoy escort, between New York, Boston, and Londonderry, Ireland. Late in July 1944, she entered Todd Shipyards Corp., Brooklyn, and underwent conversion to a high-speed transport, APD-78. Conversion was completed 26 October 1944 and Bull, after a short period of refresher training, departed for the Pacific. Arriving at Pearl Harbor on 2 December, she embarked an underwater demolition team and proceeded to the Palau Islands, which served as the staging area for the invasion of Luzon.

During 1945, Bull served as a base for underwater demolition teams, and performed fire-support and screening duties, while participating in: the Lingayen Gulf landings (2-19 January 1945); the assault and occupation of Iwo Jima (14 February-5 March); and the assault and occupation of Okinawa Gunto (21 March-22 April; 2-8 May; 29 May-1 July).

On 1 July, Bull departed Okinawa and sailed to San Pedro, Calif., where she arrived on the 26th. After undergoing a yard overhaul she departed the West Coast and returned to the Western Pacific, arriving at Manila, Philippine Islands, 19 October 1945. Bull remained on occupation duty in the Far East until March 1946 when she departed for the West Coast. Upon arrival, she operated along the West Coast for a short period and then reported to the Pacific Reserve Fleet, San Diego Group to commence inactivation. Bull was placed out of commission in reserve 5 June 1947.

Bull received three battle stars for her World War II service.

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS BULL (APD 78) (EX DE 693)

The high speed transport USS BULL was authorized during the critical days of early 1943 in answer to the Navy's need for more escorts and high speed transports with which to protect convoys moving toward the European theater of operations.

USS BULL was built by the Defoe Shipbuilding Company in Bay City, Michigan in 1943. Her keel was laid on 14 December 1942, and she was launched on 25 March 1943. The sponsor of the ship was Mrs. Ruth P. Bull, widow of Lieutenant (jg) Richard Bull, USNR, for whom the ship was named.

USS BULL was floated down the Mississippi River in July 1943 to Algiers, Louisiana, and was the first ship of its kind to make the voyage down the Mississippi River. At Algiers, BULL was fitted out, the crew moved aboard, and on 12 August 1943, Lieutenant D. W. Farnham, USNR, assumed command upon her commissioning.

After trials and calibrations had been completed, BULL departed from Algiers and by 28 August was enroute to Bermuda for shakedown.

On 4 October 1943, she arrived at Boston, Massachusetts from Bermuda. By this time she had already completed her first convoy assignment, having escorted the transport SS WASHINGTON to Norfolk from Bermuda. At Boston, a post shakedown availability was granted after which she reported to New York for extended duty.

On 18 October 1943, BULL sailed southward to Curacao, Dutch West Indies and then to Londonderry, North Ireland.

Returning to New York on 27 November, she underwent a short availability. She then received orders to sail for Cape Cod Bay to commence operating as the towing ship for target spars used by Navy planes practicing radar and dive bombing tactics.

On 12 December, Lieutenant Farnham was relieved as commanding officer and his former executive officer, Lieutenant J. B. McLaughlin, USNR, assumed command of USS BULL.

The ship steamed to New York and on the ninth departed with Task Group 21.9 for Great Britain. A short stay at Londonderry, North Ireland was terminated on 27 January 1944, and Task Group 21.9 put to sea again enroute to New York.

On 3 February, USS BULL passed through a great hurricane, and the hectic return voyage ended on 7 February when Task Group 21.9 steamed into New York. During the voyage, further evidence of the stormy North Atlantic's wrath was presented when BULL picked up the body of a seaman lost in the wreck of a British merchantman.

After eleven days in the Navy Yard at Brooklyn, New York, BULL sailed for Casco Bay, Maine, for a refresher training period. The icy period of training at Casco Bay was brought to a conclusion when it became necessary to go to Boston for repairs.

BULL became a part of Task Force 69 which sailed from Boston on 28 February 1944 for her third convoy to Great Britain. Task Force 69 arrived at Belfast, North Ireland on 8 March and at New York on 25 March. Again on 6 April 1944, Task Force 69 put to sea, and this time BULL visited Londonderry before returning to Boston on 1 May. After safely escorting the convoy to Boston, BULL sailed to New York for availability in the Navy Yard.

The next convoy in which BULL participated was Task Group 21.8 which left New York on 12 May and arrived in Great Britain on 23 May. Upon arrival in Londonderry, Escort Division temporarily ceased to operate as a unit, and the ships of that division were made available for use in the "D Day" operations off Normandy, France.

All the ships of the division received orders to report to various ports in the British Isles for duty in that operation except USS RICH and USS BULL. These two ships remained moored at Londonderry awaiting orders.

However, USS BUNCH suffered a casualty requiring docking and returned to Londonderry thus necessitating a replacement to be made. USS RICH was assigned as the replacement, while USS BULL and USS BUNCH remained in Ireland as stand-by ships. They departed on 6 June 1944, with Task Group 21.9 to escort convoy UCT 25 to the United States. USS RICH struck two mines and was lost during the operation off Normandy.

On 17 June 1944, BULL arrived in Boston with the task group and after another short period in the Navy Yard, she sailed to New York where she picked up her last European bound convoy on 2 July. The voyage ended on 27 July 1944, which also ended the operations of USS BULL as a destroyer escort. The record of USS BULL was twelve convoys escorted across the North Atlantic without the loss of a single ship.

On 28 July 1944, USS BULL moored at the Todd Shipyards Corporation, Erie Basin, Brooklyn, for conversion from DE 693 to APD 78. Conversion was completed and USS BULL departed from New York on 26 October 1944, enroute to Norfolk, Virginia for shakedown under Commander Amphibious Training Forces, Atlantic Fleet. This training period was very brief, lasting only from 29 October to 6 November in the Chesapeake Bay area.

On 7 November, BULL departed Norfolk as a part of Task Unit 29.6.11, passed through the Panama Canal on 13 November, and arrived at San Diego, California on 21 November. Two days later, she arrived at San Pedro, California, and on the 25th, she was underway for Pearl Harbor.

Upon her arrival in Pearl Harbor, Underwater Demolition Team 14 came aboard, and BULL again got underway westward. BULL stopped briefly at Eniwetok on 14 December 1944, and on the 27th, arrived at the Paulau Islands, the staging area for the invasion of Luzon.

BULL was a part of the Bombardment and Fire Support Group 77.2 when it left Paulau on 1 January 1945 and proceeded through the Surigao, Mindanao, and China Seas to Lingayen Gulf, Luzon. While enroute, the task group was subjected to continuous attack by suicide dive bombers. At the objective and during the bombardment of the first day, relentless air attacks were carried out by the Japanese suicide pilots.

The ship was commended by the commanding officer of Underwater Demolition Team 14 for her excellent and accurate fire support which kept the enemy fire at an absolute minimum. Once a suicide plane dove at USS BULL, but at the last minute was sufficiently deflected by anti-aircraft fire as to miss by a twenty yards. A bomb was dropped on another occasion two hundred yards off her starboard quarter.

On 15 January 1945, while BULL was proceeding with Task Unit 77.15.5 to Leyte, a Navy plane was seen to crash into Siquijori Island and BULL was detached to attempt rescue of the pilot. The island was thought to be occupied by Japanese. USS BULL was guided through the strange waters by two Corsair fighter planes, and the plane was located where it had crashed some fifty yards off the beach.

Approach was made to approximately 2000 yards and the ship's boats were sent with armed landing parties to rescue the aviator. Huge crowds of natives, many of whom were armed, greeted the party as it neared the shore. Soon many natives were coming out in outrigger canoes to see the American ship. One native was given an Ensign which he clutched to his breast saying, "America - our God-father - we wait for you a long time". It was learned that the natives had driven out most of the Japs during November. The pilot was brought aboard and treated by the ship's doctor.

After a brief stop at Leyte, BULL returned to Ulithi to prepare for the invasion of Iwo Jima. On 9 February 1945, Lieutenant E. R. Ferguson, Jr., USNR, relieved Lieutenant Commander J. B. McLaughlin as captain.

On 10 February 1945, BULL sailed with Task Group 52.4 which was the Underwater Demolition Group of Task Group 52, Amphibious Support Force, and proceeded via Saipan to Iwo Jima. BULL arrived at Iwo Jima, and operated in that area until 5 March when she departed with the Task Unit for Ulithi.

During the operation at Iwo Jima, BULL took part in the reconnaissance of both the preferred and alternate beaches. In so doing, BULL drew Japanese fire several times, suffering no damage from several near misses.

After "D" Day, BULL operated as a screening vessel and the underwater demolition team embarked was engaged in clearing beaches to facilitate unloading the badly-needed supplies.

On 21 March 1945, Lieutenant Commander M. Berner, USNR, relieved Lieutenant E. R. Ferguson, Jr., as commanding officer of BULL. The same day, BULL got underway and proceeded as a member of Task Group 52.12 enroute to Okinawa Jima.

BULL arrived at Okinawa on 26 March 1945, and remained there until 22 April, during this time she participated in the beach reconnaissance of the Southern Beaches of Okinawa and did screening duty.

After logistic requirements were met and necessary repairs were made at Saipan, BULL sailed on 2 May, again enroute to Okinawa. She arrived on 6 May, and sailed for Saipan again on the 8th as a member of Task Unit 51.29.4.

From 12 May to 29 May 1945, BULL lay at Saipan with availability for repairs and, on the 29th, again departed for Okinawa with Task Unit 94.19.10. On 4 June 1945, while enroute to Okinawa, the convoy reversed course to avoid a typhoon reported traveling toward the vicinity ahead of the group. Wind velocity was estimated at 70 knots with mountainous seas. By mid-afternoon, the wind and sea had subsided again and since none of the ships of the task unit reported major damage, the group reversed course to proceed to Okinawa.

BULL made her third appearance at Okinawa on 8 June and remained on screening stations until 1 July 1945, when she left as a member of Task Unit 31.29.29. Upon departure from Okinawa, she was routed by way of Guam, Eniwetok, and Pearl Harbor, to San Pedro, California, for voyage repairs, refresher training, and rehearsals with underwater demolition teams in preparation for the invasion of Japan.

At the time of the Japanese surrender, USS BULL was still undergoing voyage repairs at San Pedro.

On 15 August, Lieutenant Commander M. Berner was relieved by Lieutenant F. B. Rauch, USNR. Shortly thereafter she sailed to San Diego, departing there on 6 September 1945 with Task Unit 06.11.37 for Pearl Harbor. Further routing sent her to Guam, where she arrived on 2 October 1945.

USS BULL earned three Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following engagements:

1 Star/Luzon Operation

Lingayen Gulf Landing. -- 4 January 1945 to 18 June 1945

1 Star/Assault and Occupation of Iwo Jima -- 16 February to 6 March 1945

1 Star/Assault and Occupation of Okinawa Gunto -- 26 March to 8 May 1945

BULL earned the Navy Occupation Service Medal for the period 10 December 1945 to 20 December 1945

She also earned the China Service Medal (Extended) for the following periods; 3 March 1946 to 9 March 1946; and 10 April 1946 to 16 April 1946.

* * * * *

STATISTICS

OVERALL LENGTH	306 feet
BEAM	37 feet
SPEED	23 knots
DISPLACEMENT	1,650 tons

* * * * *

Compiled: February 1953

APD 78 /A12-1
Serial: 167

OCT 29 1945 PM



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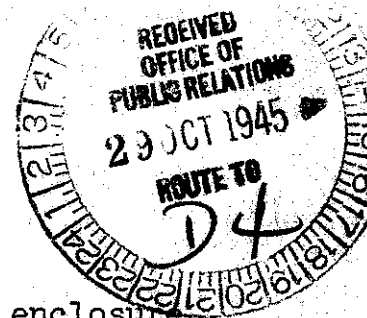
SO1029 135

U. S. S. BULL

RECEIVED
Navy Department

10 October 1945
Secy's Office Records Div.

From: The Commanding Officer.
To: The Secretary of the Navy.
Subject: U.S.S. BULL - history of.
Reference: (a) ALPAC 202.
Enclosure: (A) Subject History.



EX-100-1000
EX-100-1000

1. In accordance with reference (a), enclosure
(A) is forwarded.

F. B. Rauch Jr.
F. B. RAUCH, Jr.

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CHAPTER I

Commissioning And Shakedown

When, during the critical days of early 1943, the U.S. Navy's answer to the need for more escort vessels with which to protect convoy's moving toward the European theater of operations resulted in granting contracts to inland ship builders for the construction of destroyer-escort type ships, the Defoe Shipbuilding Company of Bay City, Michigan was awarded such a contract. Work was commenced soon thereafter on the U.S.S. BULL. In July 1943 this ship was floated down the Mississippi River to Naval Base, Algiers, Louisiana, the first ship of its type completed by the Defoe Shipbuilders and the first ship of its kind to make the trip down the Mississippi River. At Algiers the U.S.S. BULL (DE693) was fitted out, the crew moved aboard, and on August 12, 1943 she was commissioned with Lt. D.W. Farnham U.S.N.R. taking command.

After all trials and calibrations had been completed, the U.S.S. BULL departed from Algiers and by August 28 was enroute to Bermuda for shakedown. When this ship first put to sea only the captain and executive officer among the officers and about ten per cent of the crew had previous sea experience. This however was more the rule than the exception among new ships at the time and the D.E. 693, like other ships soon became an effective fighting unit. By the middle of September the shakedown had begun to show its results. The battle stations were manned quickly, the emergency drills showed proficiency. The new sailors experienced a hurricane and commenced to feel salty.

CHAPTER II

The U.S.S. BULL, D.E. 693

On October 4, 1943, the Bull arrived at Boston, Mass. from Bermuda. Already she had completed her first convoy assignment, having escorted the troop laden transport, S.S. Washington, to Norfolk from Bermuda. At Boston, which was designated as the home port for the DE693, a post shake-down availability was granted after which the Bull reported to New York for extended duty. Touching Thirty-third Street Pier only briefly, she got underway on the eighteenth of October and proceeded southward to Curacao, Dutch West Indies and then to Londonderry, North Ireland. Enroute from Curacao to Londonderry the inexperienced crew experienced the thrill of action against periscopes but only to find that their "periscopes" had been fish. The idea which had been so prevalent before--that every watch should produce sonar echos of submarine characteristics--was displaced after "pinging across the Atlantic and back" by a better understanding of the monotonous, exacting assignment of being on the alert continually for the echos that so seldom come.

November 27 saw the U.S.S. BULL's return to New York. Following a short availability she received orders to report to Comfair for duty at Cape Cod Bay.

Consequently on December 9 she commenced operating as the towing ship for target spars used by Navy planes practicing radar and dive bombing tactics. On December 12, Lt. Farnham was relieved and his former executive officer, Lt. J.B. McLaughlin U.S.N.R. took command of the ship.

On January 3, 1944 the U.S.S. BULL again reported to New York and on the ninth of that month departed with Task Group 21.9 for Great Britain. The voyage was without incident and landfall was made on January 19, 1944. A short stay at Londonderry, North Ireland was terminated on the twenty-seventh of that month and Task Group 21.9 put to sea again enroute to New York. The return trip was featured by heavy seas. On the twenty-eighth at about nineteen-twenty-four a large amount of sea water was taken into number two engine room through the exhaust blower duct and a fire was caused by the resulting short circuit. This was the first real emergency situation that had occurred to the crew and the personnel performance was indeed gratifying to the captain and his officers. About February 3, the ship passed through a great hurricane. The ammunition battens in C-17M wherein the .1.1 ammunition was stowed were torn loose and the ammunition tumbled creating a dangerous situation. The heavy seas loosened the ring bolt for the gripes holding the ship's motor whale boat and even the mast required a jury rig to strengthen it after it had been loosened by the high winds and heavy seas. All emergencies were met and well handled by the crew. They might well call themselves veterans now.

The hectic return trip ended on February 7, 1944 as Task Group 21.9 steamed into New York with many battered ships. After eleven days in the Navy Yard, Brooklyn, the DE 693 departed from New York enroute to Casco Bay, Maine for a refresher training period. During the passage, further evidence of the stormy North Atlantic's wrath was presented when this ship picked up the dead body of a seaman lost in the wreck of a British merchantman one week before. The icy period of training at Casco Bay was brought to a conclusion when it became necessary to go to Boston for repairs to number one turbine.

This ship and her division-- Escort Division 19-- became a part of Task Force 69 and left Boston on February 28 for her third convoy to Great Britain. It was a source of pride for the U.S.S. BULL to link her name with that of the U.S.S. Marblehead and to complete "end runs" to avoid the fifty U-boat wolf pack that was patrolling at that time. Task Force 69 completed this mission, arriving at Belfast, North Ireland on March 8, and at New York again on March 25. Again on April 6, Task Force 69 put to sea and this time the DE693 visited Londonderry before returning on May 1 to Boston. After safely escorting the convoy to Boston, the Bull sailed to New York for availability in the Navy Yard.

The next convoy in which the Bull participated was Task Group 21.8 which left New York on May 12 and arrived in Great Britain May 23 without incident. Upon arrival in Londonderry Escort Division Nineteen ceased, temporarily, to operate as a unit and the ships of that division were made available for use in the "D Day" operations off Normandy, France. All ships of the division received orders to report to various ports in the British Isles for duty in that operation except the U.S.S. Rich, D.E. 695 and the U.S.S. Bull. The latter two ships remained moored at Londonderry awaiting orders for several days. The expressions "Sitting Bull and Idle Rich" became humorous and common place manifestations of the attitude of the ships' crews at the time. The U.S.S. Bunch however suffered a casualty requiring docking and returned to Londonderry thus causing a replacement to be made necessary. Orders were received for "Bull or Rich proceed" and report for duty as replacement. The U.S.S. Rich was ready to depart first and so drew the assignment. The Bull and Bunch remained in Ireland as stand-by ships and departed on June 6, 1944 with Task Group 21.9 to escort UCT 25 to the United States. The U.S.S. Rich struck two mines and was lost during the operation off Normandy.

On June 17, 1944 the task group of which the Bull was a part arrived in Boston and after another short period in the navy yard, the 693 sailed to New York where she picked up her last European bound convoy on July 2 and again as a part of task group 21.9 made an uneventful passage to Great Britain. On July 24 as she was returning with Task Group 21.9 to the United States, the Bull had what was described as probable submarine echos. Several attacks were made with depth charges and hedge hogs and it was believed the U-boat was damaged. However, no definite evidence of a kill was apparent and due to the shortage of screening vessels the ship was ordered to return to the screen; the knowledge that this was her last Atlantic convoy and the proximity to a successful attack combined to make the afternoon a disappointing though effective one. The voyage ended when the task group arrived at New York on July 27, 1944 and with the end of the voyage came the conclusion of the operations of the U.S.S. Bull as the D.E. 693. Her record: twelve convoys escorted across the North Atlantic without the loss of a single ship.

CHAPTER III

The U.S.S. BULL A.P.D. 78

On July 28, 1944, the U.S.S. Bull was moored at Todd Shipyards Corporation, Erie Basin, Brooklyn, New York for conversion from the D.E.693 to the A.P.D. 78. The Ship's complement was altered to meet the needs of the new duty and the crew was moved to barracks ashore while the work of conversion was in progress. During this period it was necessary for the deck rates to learn operating methods for new armament as the ship was to be fitted out with 5"38 instead of 3"50 mounts and with 40mm instead of 1.1 mounts. Conversion was completed and the U.S.S. Bull A.P.D. 78 took departure from New York on October 26, 1944 enroute to Norfolk, Virginia for shake down under Commander Amphibious Training Forces, Atlantic Fleet. This period of training was very brief, lasting only from October 29 to November 6 in the Chesapeake Bay Area.

On November 7, the APD 78 left Norfolk as a part of Task Unit 29.6.11, passed through the Panama Canal on November 13 and arrived at San Diego, California on November 21, 1944. Two days later she arrived at San Pedro, California and on the twenty-fifth, the Bull was underway for Pearl Harbor, Hawaii. Upon arrival at Pearl Harbor the APD 78 soon found out the reason for her hurried trip westward. On December 7, 1944 Combat Underwater Demolition Team Fourteen came aboard and on December 11, the APD Bull again got underway westward, this time combat loaded. She stopped briefly at Eniwetok on December 14, Ulithi on December 24, and on December 27 arrived at Paulau Islands, the staging area for the invasion of Luzon.

The U.S.S. Bull was a part of the Bombardment and Fire Support Group 77.2 when it left Palau on January 1, 1945 and proceeded through the Surigao, Mindanao, and China Seas to Lingayen Gulf, Luzon. While enroute, the task group was subjected to continuous attack by suicide dive bombers. At the objective and during the bombardment of the first day air attacks were carried out with great relentlessness by the Jap suicide pilots. On S-2 this ship provided fire support for the reconnaissance of the San Fabian sector of Lingayen Gulf. The ship was commended by the commanding officer of Underwater Demolition Team Fourteen for its excellent and accurate fire support which kept enemy fire at an absolute minimum. Several very close "shaves" were experienced by the Bull at Lingayen Gulf. Once a suicide plane dove at her but at the last minute was deflected by anti aircraft fire so as to miss by a scant twenty yards. Another time a bomb was dropped at two hundred yards off her starboard quarter.

At 1330, 15 January while this vessel was proceeding with TU 77.15.5 to Leyte, one of our planes was seen to crash into Siquijori Island and the Bull was detached to attempt rescue of the pilot. The island was thought to be occupied by Japanese. The ship was guided through strange waters by two F4U's and the plane was located where it had crashed some fifty

yards off the beach on the Northwest side of the island. Approach was made at approximately 2000 yards and the ship's boats were sent with armed landing parties to rescue the aviator. Huge crowds of natives, many of which were armed greeted the party as it neared the shore. Soon many natives were coming out in out-rigger canoes to see the American ship. One native was given an ensign which he clutched to his breast saying, "America - our Godfather - we wait for you a long time". Others saluted smartly. It was learned that the natives had driven out most of the Japs during November. The pilot was brought aboard, treated by the ship's doctor, then put aboard a PB-Y which returned him for further treatment ashore.

After a brief stop at Leyte, the Bull returned to Ulithi to stage for the invasion of Iwo Jima. On February 9, 1945, Lt. E.R. Ferguson Jr. U.S.N.R. relieved Lt. Comdr. J.B. McLAUGHLIN as captain. On February 10, she left with Task Group 52.4 which was the Underwater Demolition Group of Task Group 52, Amphibious Support Force and proceeded via Saipan to Iwo Jima. This vessel arrived at Iwo Jima on D-3 and operated in that area until March 5 when she departed with T.U. 51.29.7 for Ulithi.

During the operation at Iwo the APD 78 took part in the reconnaissance of both the preferred and alternate beaches. In so doing she drew Japanese fire several times suffering no damage from several near misses. After D day, the Bull operated as a screening vessel and the underwater demolition team aboard her was engaged in clearing beaches to facilitate unloading of the badly needed supplies. Though the Bull was fortunate in suffering no casualties, underwater demolition team fourteen lost one officer when the LCI in which he was spotting close supporting fire was sunk by Japanese shore batteries.

On March 21, 1944, Lt. Comdr M. Berner U.S.N.R. relieved Lt. E.R. Ferguson Jr. and took command. The same day the Bull got underway and proceeded as a member of Task Group 52.12 enroute to Okinawa Jima. The Bull arrived at Okinawa on March 26, 1945, and remained until April 22 during which time she participated in the beach reconnaissance of the Southern Beaches of Okinawa and did screening duty. The phrase "luck of the Bull" took root during the many air raids to which this vessel was subjected. Performance of her crew during the morale shaking days wherein twilight seemed automatically to produce suicide attacks was truly "Bully".

After logistic requirements were met and necessary repairs made at Saipan the Bull got underway on May 2, again enroute to Okinawa Jima, this time arriving on May 6 and leaving May 8 as a member of Task Unit 51.29.4 returning to Saipan. From May 12 to May 29 she lay at Saipan with availability for repairs and on May 29 again departed for Okinawa with Task Unit 94.19.10. On June 4 while enroute to Okinawa, the convoy reversed course to avoid a typhoon reported traveling toward the vicinity ahead of the group but on June 5 T.U. 51.29.4 found itself within the immediate vicinity of the storm center. Wind velocity was estimated at seventy knots with mountainous seas.

By mid-afternoon the wind and sea had subsided again and since none of the ships of the task unit reported major damage the group reversed course to proceed to Okinawa. The U.S.S. BULL made its third appearance at Okinawa on June 8 and remained on screening stations until July 1, when she left as a member of Task Unit 31.29.29. Upon departure from Okinawa she was routed by way of Guam, Eniwetok, and Pearl Harbor, to San Pedro, California for voyage repairs, refresher training, and rehearsals with underwater demolition teams in preparation for the invasion of Japan.

At the time the Japanese surrender the U.S.S. Bull was still undergoing voyage repairs at San Pedro, California. On August 15, Lt. Comdr M. Berner was relieved by Lt. F.B. Rauch, U.S.N.R. Shortly thereafter she sailed to San Diego from whence she departed on September 6, 1945 with task unit 06.11.37 for Pearl Harbor and further routing to Guam Island, where she arrived on October 2, 1945.

USS Bull

Lieutenant (junior grade) Richard Bull, USNR, was born in New York, 14 July 1914 and enlisted in the U. S. Naval Reserve in 1938. He was appointed Aviation Cadet on 7 November 1938. After undergoing training, he was designated Naval Aviator on 12 October 1939. He served as Patrol Plane Commander with Patrol Squadron Twenty-two in 1940. Lieutenant (junior grade) Bull was declared officially dead as of 5 February 1942, the date of his disappearance while on active duty engaged in enemy action in the Netherlands East Indies. He was posthumously awarded the Distinguished Flying Cross by the President of the United States.

The first USS Bull (DE-693), a destroyer, was built by the Defoe Shipbuilding Company, Bay City, Michigan. Launched on 28 July 1944, she was sponsored by Mrs. Richard Brill, wife of Lieutenant (junior grade) Brill. The ship was commissioned on 12 August 1945, when Lieutenant Duane W. Farnham, USNR, assumed command.

REFERENCE SOURCES:

NAME AND DESIGNATION

USS BULL (DE 693)

PERIOD OF SERVICE

1943-

SO NAMED

STATISTICAL DATA

TYPE:

BUILDER

CLASS

LAUNCHED:

MAIN ARMAMENT

SPONSOR

LENGTH:

NAMED FOR:

BEAM:

ACQUIRED:

DRAFT:

1ST COMMISSIONED: 12 August 1943

DISPLACEMENT:

1ST COMMANDING OFFICER:

SPEED:

CHANGES IN STATUS

COMPLEMENT:

Chg. to APD 78 on 31 July 1944;
RES/OC Jan. 1947, berthed in San Diego

FINAL DISPOSITION

HISTORICAL INFORMATION

COMBAT OR OTHER OPERATIONS:

REFERENCE SOURCES:

NAME AND DESIGNATION

USS BULL (DE 52)

PERIOD OF SERVICE

-1946

SO NAMED

STATISTICAL DATA

TYPE:	BUILDER:
CLASS:	LAUNCHED:
MAIN ARMAMENT:	SPONSOR: Miss Duina Brierley British evacuee,
LENGTH:	NAMED FOR:
BEAM:	ACQUIRED:
DRAFT:	1ST COMMISSIONED: 5/19/43
DISPLACEMENT:	1ST COMMANDING OFFICER:
SPEED:	CHANGES IN STATUS:
COMPLEMENT:	Chg. to BENTINCK (BDE 52)
FINAL DISPOSITION: Returned from Lend Lease and sold 26 May 1946.	11- 5/19/43 ret - 5 Jan 46

HISTORICAL INFORMATION

COMBAT OR OTHER OPERATIONS:

Lend Lease App
NOT FOR USE
in drafts.